

18m 971.1
T.7275

The Scenic Heart of the CANADIAN ROCKIES

SOUTH EASTERN
BRITISH COLUMBIA
& SUNNY SOUTHERN
~ ALBERTA ~

A
Paradise for
Motorists, Anglers,
Huntsmen and
Health & Vacation
Seekers

ISSUED BY

THE TOURIST ASSOCIATION OF SOUTH EASTERN
BRITISH COLUMBIA AND SOUTHERN ALBERTA

WHICH IS CONTROLLED BY THE BOARDS OF TRADE OF
GRAND FORKS, ROSSLAND, TRAIL, NELSON,
CRANBROOK AND FERNIE, IN BRITISH COLUMBIA,
AND LETHBRIDGE, CARDSTON, PINCHER CREEK,
BLAIRMORE, MACLEOD AND BANFF, IN ALBERTA.

HEAD OFFICE

FERNIE, B.C.

7489

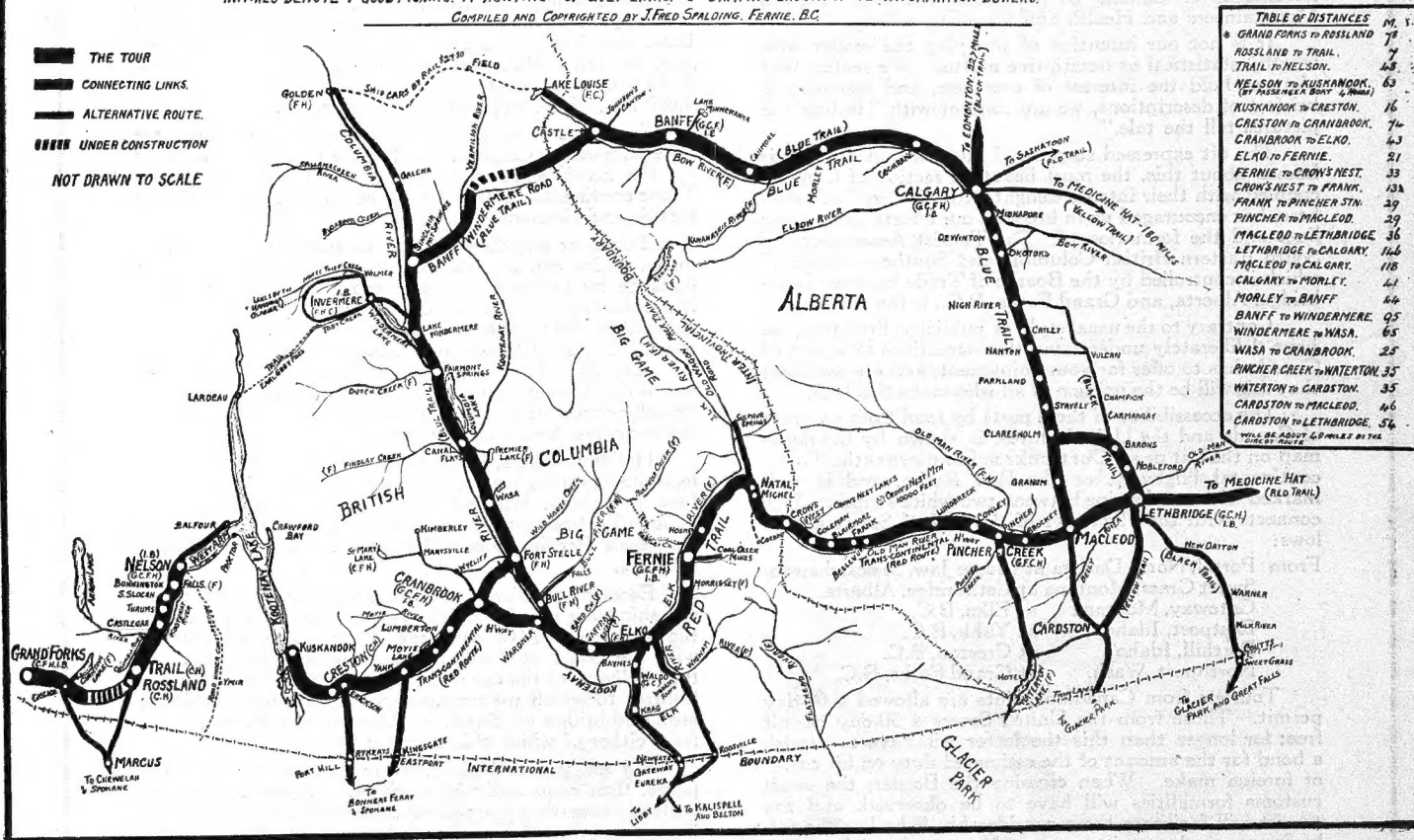
THE "PREMIER TOUR" OF NORTH AMERICA

WEST TO EAST - GRAND FORKS TO LETHBRIDGE -- SOUTH TO NORTH - LETHBRIDGE TO CALGARY AND CRANBROOK TO GOLDEN
WITH THE 500 MILE CIRCLE TOUR BY THE BANFF-WINDERMERE ROAD TO BE OPENED IN THE SPRING OF 1923

INITIALS DENOTE 'F' GOOD FISHING, 'H' HUNTING, 'G' GOLF LINKS, 'C' CAMPING GROUNDS, 'I.B.' INFORMATION BUREAU.

COMPILED AND COPYRIGHTED BY J. FRED SPALDING, FERNIE, B.C.

THE TOUR
CONNECTING LINKS.
ALTERNATIVE ROUTE.
UNDER CONSTRUCTION
NOT DRAWN TO SCALE



FOR HIGHWAY CONNECTIONS WITH THE UNITED STATES SEE LARGE MAP

62.7.24/5

1922 Booklet, Tourist Association of South Eastern British Columbia and Southern Alberta.

PREFACE

This booklet is issued with the object of making better known this magnificent section of the Selkirk and Rocky Mountains of Canada to Motorists, Hunters, Anglers, Mountaineers and Health and Vacation seekers.

It is not our intention of wearying the reader with lengthy statistical or descriptive matter. We realize that pictures hold the interest of everyone, and beyond the briefest of descriptions, we are content with "letting the pictures tell the tale."

The oft expressed surprise of tourists that so little is known about this, the most beautiful section of Canada, coupled with their intense delight with all they have seen here, has encouraged us to broaden our efforts along these lines and the formation of "The Tourist Association of South Eastern British Columbia and Southern Alberta," which is controlled by the Boards of Trade between Lethbridge, Alberta, and Grand Forks, B.C., is the result.

Contrary to the usual style of publicity literature, we have deliberately understated the attractions this part of Canada has to offer for your enjoyment, and are confident that this will be the opinion of all who make this tour.

The accessibility of these parts by road from any part of Canada and the United States, is shown by the detail map on the last page. Our trunk road is known as the Trans-continental Highway, or the Red Route, and is well marked with a red stripe between two white stripes. This connects with the Highways of the United States as follows:

From Portal, North Dakota at Moose Jaw, Saskatchewan.
Sweet Grass, Montana at Lethbridge, Alberta.
Gateway, Montana at Elko, B.C.
Eastport, Idaho at Yahk, B.C.
Porthill, Idaho at Creston, B.C.
Northport, Wash. at Grand Forks, B.C.

Tourists from Canadian points are allowed a 60-day permit. Those from the United States a 30-day permit free; for longer than this the latter will have to furnish a bond for the amount of the estimated duty on his car, if of foreign make. When crossing the Border, the usual customs formalities will have to be observed, and the tourist will facilitate these considerably if he has the following particulars written out: Name and serial number of the car, license number, engine number, numbers on all tires, including spares, a list of accessories extra to standard equipment and of anything else of a dutiable nature. Our customs officials are courteous and accommodating and endeavour to clear visitors with as little delay as possible. It should be remembered that it is illegal to carry firearms in a car during closed seasons.

Tourists with Canadian cars MUST have a Consular Invoice for same if they are entering the United States.

Our description covers from Lethbridge, Alberta, on the East to Grand Forks, B.C., on the West, a direct run of approximately 500 miles, 430 of which are entirely in the mountains and include a four hours sail along Kootenay Lake (which bridges the gap between Kuskanook and Nelson) by the C.P.R. passenger boat. Tariff, passengers, \$2.15 each; cars, up to 2,000 lbs., \$5; over that and up to 4,000 lbs., \$6.50, and over 4,000 lbs., \$7.50.

From the International Boundary on the South, we take in, north to Calgary, Banff, Lake Louise, thence west by the Banff-Windermere Road and connect with the Trans-continental Highway again by the beautiful Columbia and Kootenay Valleys.

This tour affords a continuous run of close on 1,200 miles, which can be extended to more than twice that distance by taking in some of the many fine side trips. More than 90% of the whole is through mountains varying from 5,000 to 12,000 feet in height; more than 80% of the roads are hard surfaced and unaffected by wet weather, and the remainder (in the prairies) are excellent dirt roads which dry up very quickly after wet weather. It is universally conceded that they rank with the finest mountain roads on the American continent.

Holiday-makers, other than motorists, will find endless opportunities for spending a most delightful vacation here in fishing, hunting, climbing and tramping trips. Railroad connection with any point is had by either the Canadian Pacific, Great Northern or Southern Pacific railways.

Eastern motorists not wishing the long overland drive, can ship their cars by freight to any point here, then send the shipping bill to our head office which will arrange with the Board of Trade at the point it is shipped to, to take delivery of the car and hold it for the owners arrival. Centres to which we recommend they should be shipped are: Lethbridge or Banff, in Alberta, and Fernie, B.C., from either of which this tour can be made.

We ask you to look carefully through the following pages, then come and visit with us. If you do, we are perfectly sure that you will echo the words in which a well known member of The Royal Automobile Club of Great Britain and The Automobile Club of America (an International authority on motor touring) expressed his opinion of it last summer, which were: "It has been the most delightful of all my tours. There is only one word in the English language sufficiently expressive to describe it—'Wonderful.'"

For further information, write to—

COMMISSIONER J. FRED SPALDING,
Fernie, B.C.

Descriptive

Having spent the greater part of the past nine years in motor touring, covering over one hundred thousand miles in the Pacific States and Western Canada, and on those trips meeting with all classes of motorists, the writer has had every opportunity of making a study of their requirements, as a result of which he has reached the conclusion that when the average man is considering a specific tour, the following questions are the principal ones which he wishes answered before deciding.

Are the roads good? Is the scenery good? Is the climate good? Are there good hotels? Are there good camping grounds? Are there garages where I can get good service? Are the roads well marked? Shall I be able to fish and hunt?

Each of these questions can, with all honesty, be answered with a decided affirmative in respect to the tour which this booklet brings to your attention. It is unsurpassed anywhere for its scenic attractions, its really excellent roads throughout, its summer climate with nice warm days which rarely exceed 80 degrees and nights which call for blankets, its good hotels and garages and well marked roads on which you cannot go astray, whilst as for fishing and hunting, every stream along the way is teeming with trout and the lakes with salmon. The hills are alive with every species of game known to the Selkirks and Rockies. There is good bathing and boating at different

places, and throughout almost the entire way, the hardy mountaineer may leave his car on the side of the road and start climbing directly he steps out of it.

These are the attractions which supply the enjoyment, but one looks for something more than enjoyment when on a long trip. He wants to learn something about the country he is travelling through also. On his way he will see a very good farming section, this will be followed by the richest metalliferous mining district of Canada, containing the world's largest smelter. He will then pass through a splendid fruit-growing district whose fruit took the greatest number of prizes at the big fruit show in London, England, last fall. Then will come a lumbering section, both large and small mills, after which comes the coal-mining section where are the largest coal mines in the interior of Canada. Leaving these he will come to the cattle ranching section of the foothills and the grain-growing prairies of Sunny Alberta.

Farmers and fruit growers will find opportunities available, but most staple businesses are well represented, and openings, excepting by purchase, are very few. Our undeveloped natural resources, however, offer the capitalist favorable opportunities for investment. There are good openings for manufacturers of the following: Furniture, Sash and Door Building and Fire Brick and Carbide.

The Premier Tour of North America

West to East—From Grand Forks, British Columbia, to Lethbridge, Alberta.

South to North—From Cardston and Pincher Creek to Lethbridge or Macleod, thence Calgary, and west to Banff and Lake Louise, including the World's most Scenic Highway, The Banff-Windermere Road.

GRAND FORKS TO ROSSLAND, 75 MILES.

Grand Forks can be reached from any point in the interior of British Columbia by the Trans-continental Highway (Red Route). From Pacific Coast and Washington points, until the connecting link between Vancouver and the interior is completed, the best way is by the Pacific Highway to Everett, Washington, thence the National Parks Highway to Spokane, then direct north to Grand Forks via Chewelah, Washington.

There are several very nice side trips from Grand Forks which is a charmingly situated town on the banks of the Kettle River in a wide valley surrounded by magnificent mountains. The Granby Smelter, which is the largest of its kind in the British Empire, is located here, and is well worth visiting.

At the time of writing the connecting link in the road between here and Rossland, through the Cascade Mountains, is under construction. It is expected it will be completed during 1922, and when it is, it will open up some of the finest scenery in the country. The roadway will be of standard width and hard surfaced, with no grades in excess of 7%.

It is necessary at present to make a detour of about 56 out of the 75 miles, which takes one through the State of Washington via Marcus and Northport, over indifferent

roads, but through splendid scenery along the Kettle River, entering Canada again through the customs port of Paterson, eight miles from Rossland, which is a steady climb all the way.

This town is of particular interest, it is the centre of the richest gold and copper producing part of Canada, the mines, of which the Le Roi is the richest, supply 60% of the gold produced in Canada.

ROSSLAND TO NELSON ABOUT 55 MILES.

The seven miles separating Rossland from Trail is all down grade and makes fine coasting through a deep valley devoted to farming and experimental fruit growing. At Tadanac, five miles out, and on top of the hill, directly overlooking Trail, is the largest smelter in the world, the property of the Consolidated Mining & Smelting Co. of Canada. Visitors are conducted through the smelter and the various processes from the treatment of the ore on its arrival, to its deposit into the strong rooms in the form of gold, silver, copper, lead and zinc, are fully explained. 1,500 men are employed here and reside in Trail.

This town is located on the banks of the Columbia and across the river there is a particularly nice camping ground for motorists. It is situated on the sandy shore of a rock-bound inlet, with a splendid view down the river, the water is quite temperate and excellent bathing is a strong inducement to tourists. This camp will be modernized for the 1922 season, and is bound to be very popular.

From here the road is a source of never ending interest. It follows the Columbia to Castlegar, now high up on the mountain side, now down to the river bank, turning and twisting through ravines and over bluffs in bewildering fashion, which calls for careful driving. The river is crossed to Castlegar by a gasoline ferry (free), and this is followed by a long easy climb, at the summit of which is a series of truly magnificent views. To the northwest is a distant glimpse of the Arrow Lakes; to the west is seen the confluence of the Columbia and Kootenay Rivers, with the Doukhobor settlement of Brilliant in the triangular foreground, and to the east, the narrow cleft in the mountains through which the Kootenay River literally boils. The road follows this narrow defile for the next 23 miles into Nelson.

The drive along here fascinates one beyond description, and there are dozens of places in the next few miles where he will want to stop to get out and walk to the edge of some rocky bluff to gaze down on the madly rushing river. Another Doukhobor settlement, Thrums, is then reached,

and here will be found a good opportunity of studying the methods of farming and manner of living of these peculiar people.

The valley then widens out slightly until South Slocan is reached, a few miles farther on. Considerable fruit-growing and farming is carried on here, and it is also a very popular fishing resort, the big pool below Bonnington Falls being one of the best known and well stocked trout waters in B.C.

Again the valley narrows and the road steadily climbs up on the mountain side until it reaches more than a thousand feet above the river, finally emerging into the open almost directly over the river. Along here also one will want to get out and walk to different observation points for better views, though from the car there is a lovely panorama in which both the upper and lower Bonnington Falls, over a mile apart, are seen as also are the large power plants of the West Kootenay Power Co., and the City of Nelson on opposite sides of the river at the upper falls. The lower falls are within easy climbing distance from the road, and farther along there is a roadway leading off to the right through a fine orchard, by which the car can be driven right down to the upper falls and the West Kootenay Power Co.'s plant, which visitors are permitted to visit. This is an opportunity of inspecting one of the most up to date power plants in the country, which generates most of the power and light used within a radius of one hundred miles.

A few miles on, the river is crossed by a fine steel bridge at Taghum, and the next five miles into Nelson is a run through farms and orchards with vistas of the river and Kootenay Lake which are extremely fine.

There is much to interest the visitor at Nelson. The town is beautifully situated on the shore of Kootenay Lake. There are gasoline launches and row boats for hire, and the splendid passenger boats of the Canadian Pacific Ry. Co. make regular runs to many places of interest along the lake. On the hill, overlooking the town there is a good nine-hole golf links and country club, from where magnificent views in either direction are to be had. A natural park of great beauty near the lake shore has recently been made into a free camping ground for tourists, and has been fitted up with electric cooking appliances and lights and running water. Space will not permit of mention of the many side trips within reach. This information can be had at the Board of Trade rooms, which are open for the use of visitors, and where there are many exhibits of the resources of the district. However, there

is one trip from here which should not be missed, and that is the fifteen-mile beautiful drive out to the City Power Plant at Bonnington Falls, over one of the finest graded mountains roads in America. The sight of the falls from the plant is much more impressive than from the other side of the river.

NELSON TO CRESTON, ABOUT 85 MILES.

There being no road around the lake by which the eastern end is reached, the gap is bridged by the C.P.R. passenger boat, which carries the car and its passengers to Kuskanook. It leaves Nelson at 6 a.m., but those wishing to do so can go aboard any time after 10 p.m. on the night previous and sleep there. (See preface for tariffs.)

The run up the lake is very beautiful, mountains rise on both sides right from the waters edge, every here and there will be seen nice orchards on their gentle slopes, and water falls cataracting down their precipitous sides. Kuskanook is reached about 11 a.m., and the drive continued for four miles along the shore to Kootenay Landing where the boat transfers its passengers to the train.

For the next twelve miles into Creston, the road is high up on the mountain side, whilst below on the right lies the vast Kootenay Flats which reach away south into the State of Idaho. Plans for the reclamation of this land are now being considered and when it becomes an accomplished fact, hundreds of thousands of acres of the finest kind of land will be open for cultivation.

There are many especially fine views along here, particularly at high water periods, June and July, when the flats are under water and appear to be an immense lake. Gradually this is left behind and the splendid fruit-growing district of Creston is entered. Here all kinds of small fruits, especially strawberries, and apples thrive wonderfully. Some of the apples from here took several first prizes in London, Eng., last fall, and some of these found their way to the table of King George, and no doubt were enjoyed by him as much as by we ordinary folk.

The town of Creston is a typically western farming centre and a real live little burg. The visitor should drive around amongst the orchards, then look into the big warehouse at the depot and see the up-to-date methods of sorting and packing the fruit. Then he should not miss visiting the Goat River Canyon, a gorge hundreds of feet deep through sheer walls of rock, at the bottom of which the river, insignificant in size, but tremendous in power and noise, rushes.

CRESTON TO CRANBROOK, 74 MILES.

Leaving the West Kootenay District, the road now enters the East Kootenays, and the nature of the country it passes through changes its aspect entirely. Still high up on the mountain side it winds and twists for a few miles and hundreds of feet below occasional glimpses of the Goat River are had. The road from the International Boundary at Porthill is met, this is an alternative route to points in Washington, but is 27 miles farther than the main road which goes through Kingsgate, which is reached about twenty miles farther on. The road now runs through a rapidly narrowing valley heavily timbered, the first really straight stretches of road in the trip this far, are ahead and will be a temptation to "step on her." Lumbering is carried on extensively here, and at Kitchener is a large mill. Anglers will find excellent fishing here also.

About 27 miles from Creston the main road to the International Boundary at Kingsgate, B.C., and Eastport, Idaho, is met, and it is at this point where all travel to Washington and coast points branches off. Swinging sharply to the left, the road continues on to Yahk, which is a large lumbering centre, where the Canadian Pacific Railway are the principal operators.

From a scenic standpoint the next few miles is negligent, being through logged-over land, the ugliness of which however is rapidly being obliterated by the new growth. This is soon left behind and some more beautiful scenery comes into view in the approach to, and journey around, Moyie Lake. Around the lake the road rises to a considerable height and the views up and down the lake, with the mountains reflected in its waters are really splendid. It then rises steadily for the next two miles into the deserted town of Moyie which, up to a few years ago, was one of the busiest mining towns in the province.

The valley now widens out in the twenty-two miles from here to Cranbrook, and the road continues at an high elevation along the lake for some distance, affording some fine close and distant views in either direction.

A little farther on, and across the valley on the left, will be seen the new town of Lumberton. One of the largest lumber mills in the interior of Canada will soon be in operation there. The logs are brought down from the mountain to the mill by a flume which is 15 miles long. This will be an interesting place to visit.

The rest of the way into Cranbrook is rolling farm and ranching country.

Cranbrook, overlooked by Mt. Baker, is one of the best towns in the interior of B.C. It has a good nine-hole golf course, and a very nice camping ground, centrally located, which has electric light, running water, laundry and cooking conveniences. There is an Information Bureau in town where particulars of side trips can be obtained, and as there are several of them which should not be missed, a visit to this Bureau is recommended. This town is the junction point with the Banff-Windermere Road.

CRANBROOK TO FERNIE, 64 MILES.

This run is simply a riot of wonderful scenery. The rugged peaks of the Selkirks on the right and the Purcell Range of The Rockies, reaching over 10,000 feet skywards on the left of the wide valley, make a picture which will long be remembered by all who see it.

There are alternate stretches of straight and winding road for the next 20 miles, when it meets the Kootenay River and runs along its banks into Wardner. Here, it crosses the river and continues parallel with it for a mile or two, then gradually draws away from it and passes through Jaffray. From here its scenic interest wanes until Galloway is passed, and then once more magnificent views of the close and distant mountains unfold themselves. On the right lies the wide valley of the Kootenay with the mountains of Montana directly south, and distant about 30 miles, whilst straight ahead is the valley of the Elk, which the road enters at Elko and runs through for the next 40 miles.

The village of Elko is becoming quite a popular tourist resort, and is bound to increase in popularity with each successive motoring season. The Elko Canyon is the name of the attraction, it extends south for nearly twenty miles, and for mile after mile the Elk River flows through a gap between solid walls of rock from 1,000 to 2,000 feet high. The wonderful coloring in the rock and vegetation, the many varieties of wild flowers, the roar of the water cascading over fall after fall in winding its sinuous way along a channel which could be jumped across in several places, makes this place alone worth driving hundreds of miles to visit. There are trails which lead down into the canyon almost to the waters edge and others along the rim from where the river looks like a glistening ribbon. Add to this the fact that excellent trout fishing is found wherever one can reach the river, and that it only requires a detour of half a mile from the main road to reach the Canyon, the increasing popularity of this place is not to be wondered at.

Elko is also the junction of three highways. These are from Gateway, Montana—Eureka, Montana—and the Transcontinental.

The next 21 miles to Fernie is undoubtedly the scenic gem of the whole tour. The road is on the south side of the river and for most of the way is high up on the side of the Morrissey Range. Across the narrow valley the five to nine thousand feet peaks of the Lizard Range rise from the gleaming waters of the Elk, some almost perpendicular, others with a gradual slope part of the way up and then precipitously steep to their summits. They are snow-capped most of the year. Each turn, and there are a hundred of them, unfolds a view you think more beautiful than the preceding one. Twelve miles out, at Morrissey, it loses sight of the river and runs through timber for seven miles, coming into touch with it again at Cokato, two miles from Fernie.

Fernie has adopted the name of "Scenic Fernie," a name it is fully entitled to. One gets an idea of the distinctive nature of its mountains from the distant views obtained of them when approaching the town, but their real beauty is not appreciated until viewed from the cup-like depression in which the town stands. Then their immense proportions loom up with unobstructed vision. To the north are Trinity Mountain, 9,870 feet; Proctor Mountain, 8,000 feet, and Mt. Hosmer, 8,000 feet; to the south are: The Lizard and Morrissey ranges, with peaks of from 5,000 to 9,000 feet; to the east are the Hog's Back, 7,000 feet, and Castle Mountain, 6,000 feet, and to the west are Mount Fernie, 6,000 feet and the end peaks of the Lizards.

The camping ground here is one of the largest and finest in North America. It is located in a growth of young pine and spruce trees, within 400 yards of the centre of the town, and has all modern improvements, such as electric lights, running city water and sanitation, and will accommodate twenty or more different parties, each in their own plot with an open fire place. In town there is an Information Bureau where reliable information on all the routes in North America can be obtained, and particulars of the many side trips from here also. The head offices of this Association are in this Bureau.

There is a very sporty nine-hole golf course also. The largest coal mines in the interior of Canada are only 5 miles from the town, at Coal Creek. It is a pretty drive up to these mines.

Fernie is in the heart of the big game district of the Rockies, and is the outfitting point for hunting parties. Every species of native big game abounds, grizzly bear

especially. The game are very plentiful, and it is the rule rather than the exception to meet some on the road between Elko and here, especially at night time when the deer are attracted by the headlights, often standing until one is right up to them before moving.

FERNIE TO CROW'S NEST AND THE ALBERTA BOUNDARY, 33 MILES.

For the next twenty miles the road follows the course of The Elk through a lumbering section and passes through the abandoned town of Hosmer, then swinging east along Michel Creek, it passes through Natal, and a mile further on enters Michel, 23 miles from Fernie. This is a coal mining town, the mines being operated by the same company operating those at Fernie.

It is only 10 miles farther on to the Inter-provincial Boundary at Crow's Nest, where the province of Alberta is entered. This 10 miles is full of interest, especially through the ravine of the North Fork of Michel Creek, where the road crosses and recrosses the creek several times, and the railway tracks are seen high up, literally hanging from the mountain side on the right.

Here is a little advice to those touring through B.C. Never start out until you are absolutely sure that the brakes are in perfect condition. Keep well to your own side of the road always, more especially at corners, and don't cut them. DON'T take any chances or do any speeding. Remember what was said about the motorist:

"Who was right, all right, as he drove along,

But who's just as dead now as if he'd been wrong,"

and keep a constant watch out for the other fellow. The A. B. C. of driving in the mountains is "Always Be Careful."

ALBERTA

CROW'S NEST TO LETHBRIDGE, 108 MILES.

From here the road makes an auspicious entry into the Province of Alberta, rising along the hillside those gems of mountain glory, the Crow's Nest Lakes come into view. With high, and rugged peaks rising straight from the water on all sides, they are magnificent, and then in a short two miles the road begins to wind around the shore, now almost level with the water, now rising high above it. Ahead in the distance appears the highest mountain in this part of the Rockies, Crow's Nest, which is over 10,000 feet. The windings of the road reveal many varying aspects of this mountain, and as one draws nearer to it one obtains a better idea of its immense size and great symmetry. Then on emerging into the open a clear un-

obstructed view of it, reveals its real beauty. Standing entirely isolated it resembles more than anything else, an immense cone, its summit being a stairlike succession of precipitous ledges.

The road now leaves the mountains and enters the rolling prairie of the foothills, passing in quick succession the towns of Carbondale, Coleman, Blairmore and Frank in the next few miles. (These are all coal-mining towns.) It then runs through the Frank Slide. This is one of the most striking sights in the whole tour, and worthy of a paragraph to itself.

Turtle Mountain, on the right, which overlooked the then town of Frank, about twenty years ago lost its entire top, which took a nose dive into the valley. The extent of the portion which came down was more than a quarter of a mile in length and from 300 to 500 feet in height. It happened in the early hours of the morning, and completely enveloped the town with a resultant loss of 93 lives known of, but as there was a large body of Indians camped there at the time, and also many foreign miners who lived alone, the death roll was probably in excess of that number. The mess it made of things is impossible to describe, but picture if you can, a field of about two whole sections covered with rocks to a depth averaging from 45 to 90 feet, and in sizes from a foot square to as large as a box car. The present road is from 50 to 70 feet above the old one, and the railroad tracks are about 45 feet higher than the original tracks. It is over a mile through the slide by the road. In spite of many months research by eminent geologists, the cause of this cataclysm has never been discovered.

Passing through Bellevue, from where can be seen Hillcrest on the opposite side of the valley, both coal mining towns, it reaches Burmis, and a short distance past here comes level with Lundbreck Falls on the Old Man River. They are about a quarter of a mile to the right and not visible from the road, but can be located by keeping a look out for the bridge, which can be seen, as they are almost under it. There is a trail leading to them by which the car can be driven, and as they are quite beautiful, they are well worth seeing.

A little farther on this river is crossed and the road goes through Lundbreck, and then Cowley to Pincher Station. The Transcontinental Highway continues straight east, and does not go through Pincher Creek, which is on the right and two miles off. This town is the centre of a large ranching and farming country. It has an excellent Golf Course and up-to-date Camping Grounds. It is the gateway to Waterton Lakes Park, which

is 35 miles S.E. of it. These lakes are bordered by 8,000 and 10,000 foot mountains and are magnificent. They are full of large trout which are caught on the fly or by trolling. There is a summer hotel there, cottages for hire, and splendid camping grounds.

Instead of going back to Pincher Station the tour can be continued by a splendid road to Cardston. This is what we recommend should be done, because Cardston possesses the only Mormon Temple in Canada, recently completed at a cost of well over a million dollars. The mosaic pictures and structural features of this wonderful building are unique and a great source of wonder and surprise to the thousands of people who have visited the Temple to see them. Cardston is the centre of a fine farming section.

From Cardston to Lethbridge, 54 miles, is through a well settled and rich grain growing section.

The direct road from Pincher Station passes through Brocket, which is the reserve of Piegan Indians, where an opportunity of studying their mode of life in civilization offers itself. Within a few miles now, it draws out of the foothills, and the prairies in all their vastness are entered, and by the time Macleod is reached, one is well into them.

Macleod is one of the oldest towns in Alberta, and the centre of a large grain-growing and cattle section. It is a lively town and with Lethbridge shares as the railroad and highway junction to the great North country. There are camping grounds here. The large barracks of the Royal Canadian Mounted Police, which are located in the town are worth a visit, here one can see the process of training which makes this admirable force so efficient.

Trails from Glacier Park lead to Macleod.

From here to Lethbridge is 36 miles through a section containing many fine farms and some large coal mines, the principal being at Coalhurst and Commerce.

Lethbridge is one of the largest and most progressive cities in Alberta. With paved streets, a very fine park, a good street car system and splendid public buildings, the town will be a surprise to those visiting it for the first time. On the occasion of the writer's first visit there some years ago, he was accompanied by a friend just out from Scotland. It was late at night when we drove in, and he asked what the population was; when he was told that it was about 10,000; he said, "Only 10,000!! With street cars, paved streets and cluster lights. What damned presumption!!" It may be that, but it creates a very good impression, and one which is in no wise lessened after a day or two there. They have a fine golf course and a good

camping ground. Glacier Park from here is only 82 miles, and Waterton Lakes Park is only 88 miles.

It is the centre of the largest irrigated area in Canada, some of which is in a very high state of development, and the surrounding district is pre-eminent in the growing of alfalfa and other fodder crops.

Direct trails from both Yellowstone and Glacier Parks lead to Lethbridge.

LETHBRIDGE AND MACLEOD TO CALGARY.

From Lethbridge to Calgary the road goes through one of the best grain growing sections of Alberta; the distance is 146 miles, and the towns passed through are Kipp, Barons and Claresholm. At the latter town it meets the road which comes up from Macleod. From Macleod to Calgary, it is 113 miles, and the country passed through is principally devoted to cattle raising and mixed farming. This road goes through Granum, Claresholm, Stavely, Nanton, Cayley, High River, Okotoks and Midnapore to Calgary. There are practically no grades on either of these roads, and their surface is excellent.

CALGARY.

Unfortunately the space at our disposal will only permit a brief mention of the metropolis of the real West, "Calgary," the largest town between Winnipeg and Vancouver, which in less than thirty years, has grown from a small cow town to its present proportions and a population of nearly 100,000. With its artistic skyscrapers, magnificent stores, palatial residences and public parks, one can hardly realize that it has all been accomplished in so short a time, and that its commercial stability has placed it amongst the first six cities in the Dominion. It is the centre of all sport in the west, and tourists are welcomed to either of its golf links and tennis courts. Visitors are permitted on the roofs of the three highest buildings—The Palisser Hotel, The Hudson's Bay Store and The Herald Building, from either of which the whole city can be seen and a magnificent view of the main range of the Rockies over 80 miles distant. There is a very fine camping ground here for motorists.

CALGARY TO BANFF, 85 MILES; LAKE LOUISE, 125 MILES.

The greater part of this road is hard-surfaced with gravel; the balance is good dirt. The first 22 miles to Cochrane is a well settled mixed farming section. It is rolling prairie whose monotony is pleasantly broken by the fine distant views of the mountains which are entered again at Morley, 41 miles out, and then 12 miles farther

on the Eastern entrance to Rocky Mountain Park is reached. Tourists have to register their names here, and a charge of \$1.00 is made. From here on it is one series after another of spectacular effects, especially striking when there is a cloudy sky. On either side and straight ahead are the magnificent mountains of the main range of The Rockies. The Three Sisters at Canmore and the rugged Rundle range next to them are very beautiful.

One of the finest views in Canada is to be seen from the top of the long grade near Cascade Mountain which is one of the highest points on the trip, from where the whole valley of the Bow River can be seen. The next 4 miles into Banff is through the section of the park set aside for large game of which the buffalo corral attracts most interest.

Banff has to be seen for its beauties to be realized. It is a playground set in nature's most glorious setting. Mountaineering is the pastime most indulged in, and most of the mountains have trails up them which make climbing easy. There is good fishing in both the Bow and the Spray Rivers, and good boating on the former. The many hot sulphur springs are a panacea for most ills, and most visitors spend a considerable part of their time in bathing and swimming in the two large swimming pools. One of these is the \$250,000 Government owned baths, and the other is the Banff Springs Hotel Bath.

Most people have the idea that Banff is a very expensive place to stay at, but such is not the case. There are several very good hotels which are open the year round, where one can get excellent accommodation on the American plan at \$3.50 a day inclusive, and even less by weekly rates. There is a lovely up-to-date camping ground on the river bank, and campers will find that they can buy whatever they require just as cheaply there as elsewhere.

Banff is fast becoming the St. Moritz of America, as winter sports of all kinds are now indulged in. Ski jumping, skating, sleighing and tobogganing go on through the winter and a big winter Carnival is held every year, when the championship contests take place.

The road was completed to Lake Louise and opened in 1920, and no one should miss going to see this gem of the mountains and taking in some of the wonderful trips around there. On the way the road passes Vermilion Lake, whose waters reflect the mountains in a very striking manner, then on the right are seen in succession, Hole in the Wall Mountain, The Saw-Tooth Range, Mt Edith and Castle Mountain. About 17 miles out Johnson's Canyon is reached, and this should be visited.

The Banff-Windermere Road (of which more anon) joins the road close by Castle Mountain, and the rest of the way to Lake Louise is a succession of delights, the climax being reached at the Lake, when the Victoria Glacier and Mt. Lefroy come into view. The Valley of the Ten Peaks and Moraine Lake, 9 miles from here, equal in beauty Lake Louise, and there is a splendid motor road up to them.

THE BANFF-WINDERMERE ROAD

This road is rapidly reaching completion, and it will be opened for motor travel in the spring of 1923. Its length will be approximately 97 miles, reaching from Castle Mountain, across two summits of 5,376 and 4,850 feet, to Sinclair Hot Springs, near Windermere, on the B.C. side, where it connects with the highway through the Columbia Valley, thus opening up what will probably be recognized as the finest circle tour in the world. The circle will be just on 500 miles, and can be made from any point on the south, east or west, but from points north of Calgary, that town will necessarily be the starting point.

The partial description of the road which follows is written from west to east, as it is the direction that was taken in its construction.

The connecting link between the western end at Sinclair, and the Transcontinental Highway, runs south to Invermere, at which place there is a camping ground containing twenty-five chalets and a large community bungalow. It is located at one end of the beautiful Lake Windermere, and is an ideal spot. There is a fine golf course and several tennis courts, and splendid bathing in the warm waters of the lake. A full sized replica of a Hudson's Bay Fort and Trading Station is being built here as an added attraction, and will be complete to the last detail, even to the Indians. There are many very fine side trips from there, especially those to Toby Canyon and the Lake of the Hanging Glacier, particulars of which can be obtained at Invermere. There is a beautiful run from here up north to Golden, of 80 miles, the entire distance along the east bank of the Columbia River. There being no outlet from there except by rail, the return is by the same road.

From here to its junction with the Transcontinental Highway it runs along the shores of Windermere, and Columbia Lakes, the latter of which is the headwaters of the Columbia River, and in the next 60 miles to Fort Steele, passes Premier Lake, and Wasa Lake, and several magnificent mountain peaks.

Fort Steele is a small town with quite a history. In the early 60's it was the scene of one of the biggest gold rushes in the history of America, and the old workings, which are only a short distance from the town, are well worth seeing. \$20,000,000 was taken out of them in two years. The St. Eugene Indian Mission here is another interesting place to visit.

The Transcontinental Highway is reached again, 9 miles from Fort Steele, and Cranbrook is 5¼ miles further on.

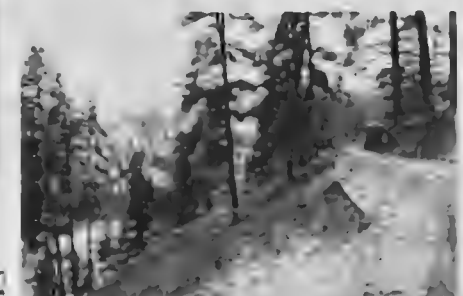
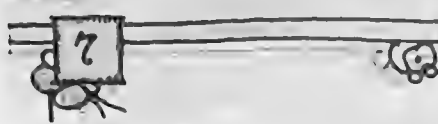
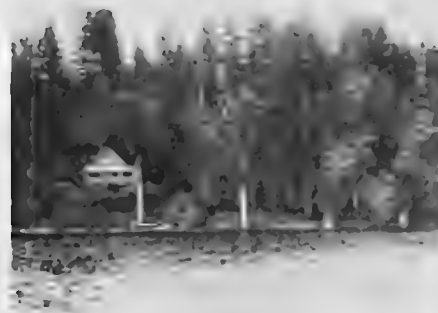
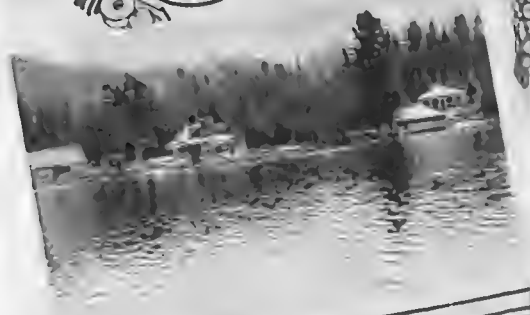
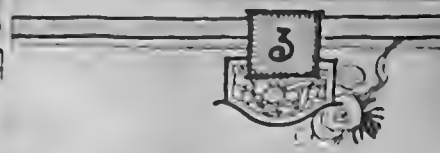
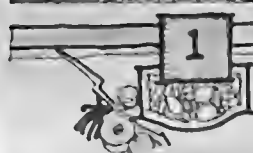
THE BANFF-WINDERMERE ROAD

It is rather difficult to describe properly, from a motorist's viewpoint, a road which is not yet fully completed, but the writer has driven over the portions at each end which are built, and from data he has collected from the surveyors who laid out the rest of it, he is able to give a general idea of the contour and outstanding features, which follows:

Starting at a point 9 miles north of Windermere the Western, or British Columbia entrance, to the Rocky Mountain Park is through the "Gap" at the start of Sinclair Canyon. This Gap is what its name denotes, it is simply a narrow opening through towering walls of rock several hundred feet in height, the tops of which almost meet over the road. Sinclair Creek flows through here parallel with the road, but nearly 100 feet below, it is very narrow and deep and rushes through here with incredible swiftness, making a deafening uproar. A short distance further on are the Sinclair Hot Springs. Here the hot water rises clear as crystal from out of a huge mountain

of rock, and after emptying itself into a large concrete swimming pool, passes out into Sinclair Creek. The good qualities of these waters has long been known and doubtless the opening of this road will make them Internationally famed. One mile from here may be seen a good specimen of Indian drawing on a high overhanging ledge of rock. Then the ascent to the summit of the Briscoe Range is commenced by easy grades, and from which splendid views are to be had of the rugged peaks of the Briscoe Range to the left, their reddish-pink color giving them great prominence. The summit is at an elevation of 4,850 feet, and here is a beautiful little gem of a lake called Lake Olive, formerly known as Summit Lake. The road divides the Briscoe and the Stanford Ranges. It now leaves the Sinclair Pass and descends to the valley of the Kootenay River after crossing Dainard Creek, and follows the river for the next 16 miles, crossing it then and entering the Vermilion Pass, through which flows the Vermilion River (which derives its name from the ochre found in its vicinity, which the Indians used in mixing their paints). It follows the course of this stream for many miles and before reaching the summit of the Vermilion Pass runs along the base of three of the celebrated peaks of the Rockies, they are Vermilion Peak, 9,000 feet; Mt. Mitchell, 10,000 feet, and Mt. Ball, 11,000 feet. The summit is reached at an elevation of 5,376 feet, and from here is a fine view of Storm Mountain 10,300 feet, on the right, and of Mt. Whymper, 9,500 feet, on the left. The descent into the Province of Alberta is along the base of Copper Mountain, 9,000 feet, to the main line of the Canadian Pacific Railway, which is crossed at Castle Mountain, 9,500 feet, and connection is made at this point with the Banff-Lake Louise road.

J. FRED. SPALDING.



SCENES IN AND AROUND GRAND FORKS, B.C.

- 1.—Sunshine Farm—a fine prune orchard close to the city.
- 2.—View of several fine orchards near city.
- 3.—General view of Sunshine Valley, Grand Forks, B.C.
- 4 and 7.—Summer cottages on Christina Lake, close to city.

- 5.—Cascade Canyon, on the highway, close to city.
- 6.—Along The Kettle River, Grand Forks.
- 8.—Grade over River, close to City.
- 9.—Dancing Pavilion at Christina Lake.



SCENES FROM AUTO ROAD THROUGH TRAIL, B.C.

- 1.—View of Columbia River from Trail.
- 2.—Looking down the Columbia Valley (smoke from the smelter seen rising).
- 3.—Approaching Trail from the west.
- 4 and 6.—Views of The Columbia, at Trail.

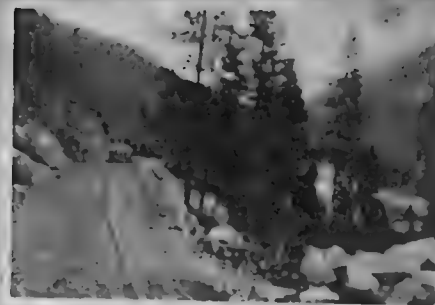
- 5.—The smelter (largest in America), at Trail.
- 7.—View of the Arrow Lakes and Columbia River, east of Trail.
- 8.—Looking east from Trail, roadway between Columbia River and orchards.
- 9.—View of Columbia River.



1



2

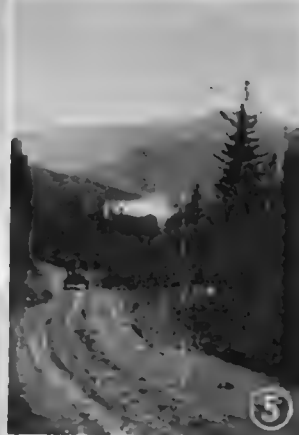


3

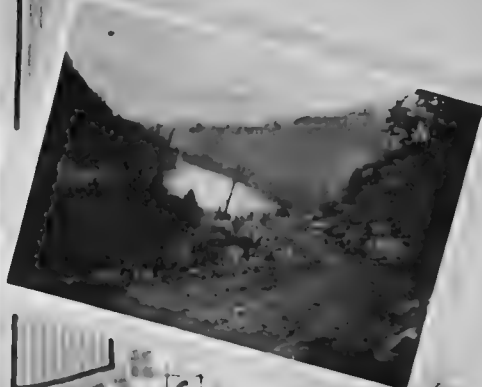


4

7

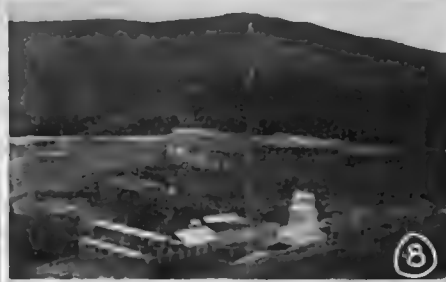


5



6

9

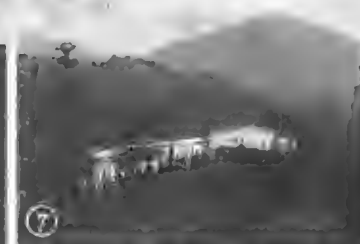


8



SCENES FROM AUTO ROAD BETWEEN TRAIL AND NELSON, B.C.

- 1.—Cresl Lodge (C. P. Rly. Co.'s fly fishing camp) on Kootenay River at S. Slocan.
- 2.—Entrance to Kootenay Gap at Castlegar.
- 3.—Through the Kootenay Gap, looking east.
- 4.—Auto Road with Nelson in background.
- 5.—The Kootenay near Taghum.
- 6.—Approaching Castlegar from the east.
- 7.—The first auto through from Rossland to Nelson created some excitement at the Doukhobor settlement at Thrums.
- 8.—The confluence of the Columbia and Kootenay Rivers at Brilliant.
- 9.—Looking down the Kootenay from Taghum.



IN AND AROUND NELSON, B.C.

- 1.—Looking west from Golf Course.
- 2.—Kootenay Lake, looking west from Nelson.
- 3.—View of Nelson, looking east.
- 4.—Country Club, Nelson.

- 5.—The City Power Plant on right and West Kootenay Power Plant on left of Bonnington Falls.
- 6 and 7.—Views of Kootenay River from auto road, near Nelson.



UPPER AND LOWER BONNINGTON FALLS ON KOOTENAY RIVER, NELSON



SCENES ALONG KOOTENAY LAKE BETWEEN NELSON AND KUSKANOOK, TAKEN FROM PASSENGER BOAT



SCENES ALONG AUTO ROAD BETWEEN KUSKANOOK AND CRANBROOK, B.C.

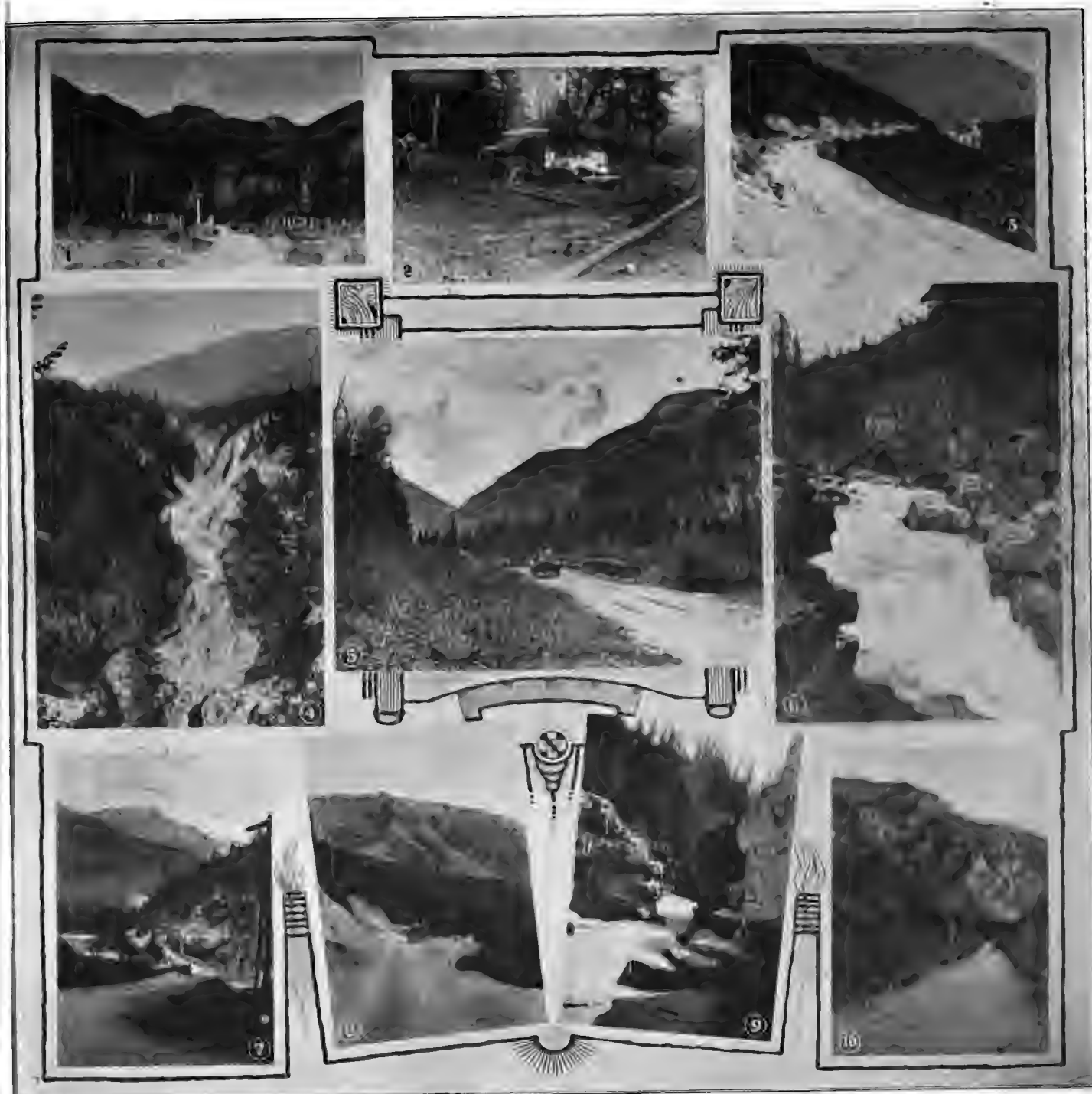
- | | |
|---|--|
| 1.—A northern peak. | 4.—Road near Kuskanook, looking towards Sirdar. |
| 2.—Looking towards Kuskanook from road near Sirdar. | 5.—Looking towards Kootenay Landing. |
| 3.—The Goat River near Creston. | 6.—Road scene, near Sirdar, looking towards Creston. |
| 7.—Goat River Canyon, Goat Fall. | |



SCENES FROM AUTO ROAD AROUND CRANBROOK, B.C.

- 1 and 3.—Portions of the 15-mile logging flume of the B.C. Spruce Lumber Co., at Lumberton.
- 2.—A glimpse of the St. Mary's River, with the Rockies as a background.
- 4.—Premier Lake.

- 5.—The Purcell Range and Kootenay River.
- 6.—Columbia Lake, showing auto road.
- 7.—St. Mary's Canyon and Falls.
- 8.—Kootenay River.
- 9.—Auto road looking east from Cranbrook.



SCENES ON THE WAY FROM FERNIE TO CRANBROOK

- 1.—The Sphinx between Fernie and Elko.
- 2.—Morrissey Camp Site No. 5.
- 3.—Grade along the Elk River between Fernie and Elko.
- 4.—The Elk River Canyon, Elko.
- 5.—The Morrissey Gap.
- 6.—The Elk River Canyon at Elko.
- 7.—Baldy Mountain, near Elko.
- 8.—Cave Mountain, near Morrissey.
- 9.—Elk River Canyon, at Elko.
- 10.—Between Fernie and Elko.



SCENES AROUND FERNIE, B.C.

- | | |
|---|---|
| 1.—Auto road one mile west of city, showing part of Lizard Range. | 5.—Mt. Fernie, 6,000 feet, from the city limits. |
| 2.—Just outside the city limits. | 6.—Trinity Mountain, 9,870 feet, and Elk River from two miles west of city. |
| 3.—The Morrissey Ridge, west of city. | 7.—The Country Club at Fernie. |
| 4.—The Elk River Valley, looking east. | 8.—Another view of Lizard Range, 8,000 feet. |



SCENES ALONG AUTO ROAD BETWEEN CROW'S NEST AND PINCHER CREEK

- 1.—The eastern extremity of Crow's Nest Lake.
- 2.—Turtle Mountain, Frank, whose entire summit fell into the valley.
- 3.—On the divide between Alberta and British Columbia.
- 4.—One of the falls of the Old Man River, near Lundbreck.
- 5.—The auto road through part of The Frank Slide.
- 6.—The Cave at Crow's Nest.
- 7.—Panorama showing extent of The Frank Slide, with Crow's Nest Mountain in background.
- 8.—Another part of The Slide, showing auto road.
- 9.—A general view of Lundbreck Falls.
- 10.—Along the Old Man River, near Coleman.
- 11.—The Western side of Turtle Mountain as seen from Blairmore.



THE TWIN LAKES AND CROW'S NEST MOUNTAIN AT CROW'S NEST



SCENES IN AND AROUND PINCHER CREEK, ALBERTA

- 1.—Auto road to Waterton Lake Park.
- 2.—Bucking horse chutes at Pincher Creek Fair.
- 3.—Playing polo near Pincher Creek.
- 4.—Mountain sheep on a summit near Pincher Creek. One of the best photos of big horn in their natural element ever taken.

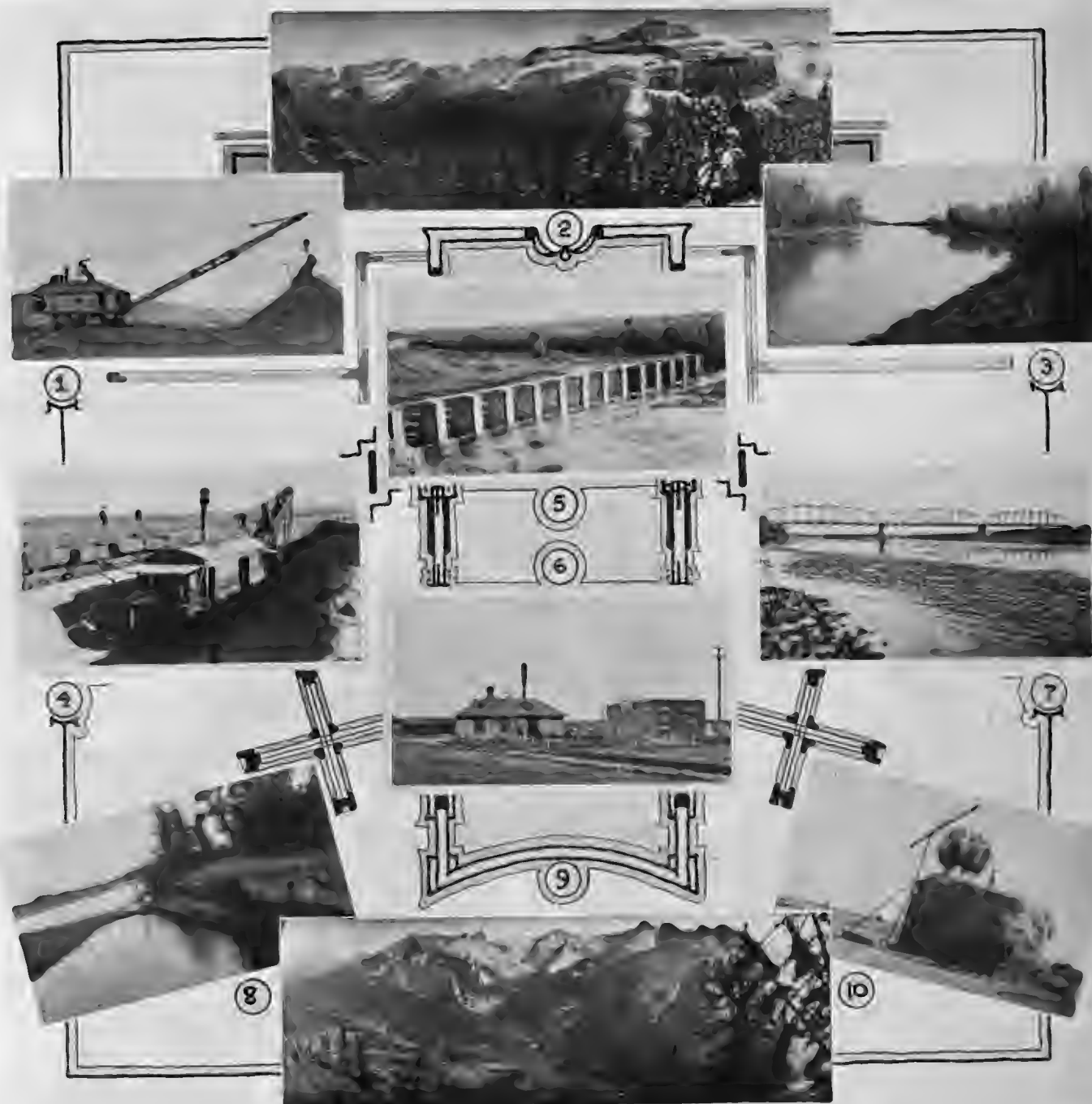
- 5.—Going to the round-up.
- 6.—Broncho busting at Pincher Creek Fair.
- 7.—View of Waterton Lake from Cameron Falls near Pincher Creek.
- 8.—Holding him down. Cowboy sports at Pincher Creek.

- 9.—Riding a bucking steer at Pincher Creek.
- 10.—General view of Waterton Lake.
- 11.—Branding at Waterton Ranch. Pincher Creek.
- 12.—Playing polo near Pincher Creek.
- 13.—Reflections in Waterton Lake.



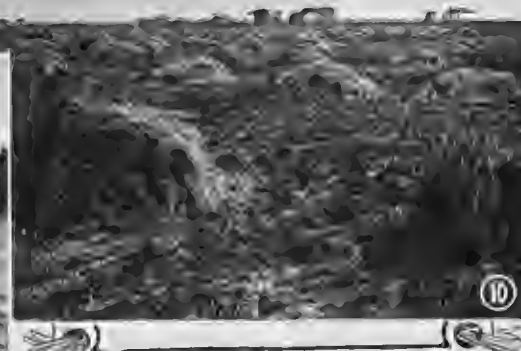
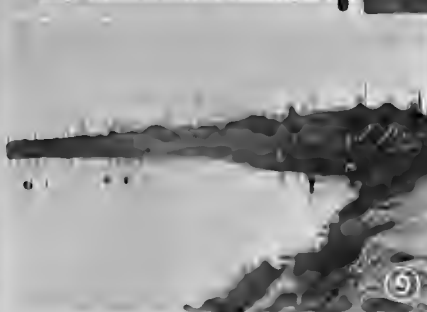
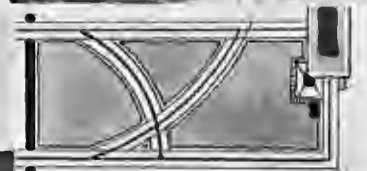
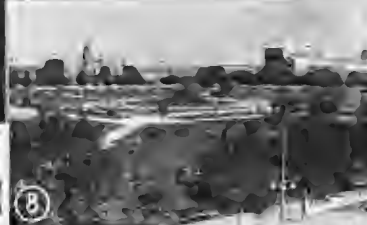
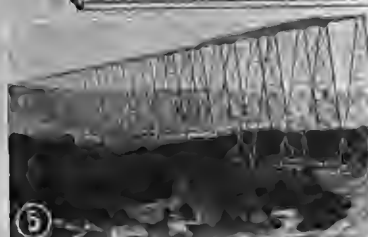
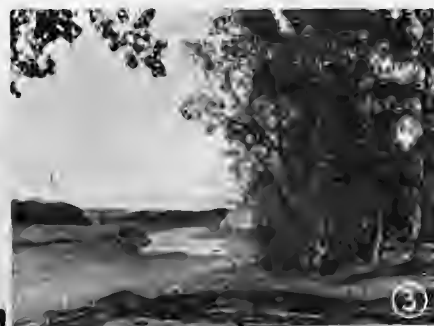
SCENES IN AND AROUND CARDSTON, ALBERTA

- 1.—General view of The Great White Temple.
 - 2.—Threshing, a typical scene in the Cardston district.
 - 3.—Outer Court of The Great White Temple.
 - 4.—A meeting of the Chiefs at Cardston.
 - 5.—A general view of Cardston.
 - 6.—Indians preparing for the hunt at Cardston.
 - 7.—Another view of The Temple.
 - 8.—Chief Mountain, the first point of interest approaching Cardston.
 - 9.—A scene in the United Irrigation District, Cardston.
 - 10.—A good catch near Cardston, average weight of trout, three and a half pounds.
 - 11.—Real game hunting at Cardston.
- 1.—Free Camping Ground. 2.—The Great White Temple. 3.—Latter Day Saints' Tabernacle. 4.—Public and High Schools and Gymnasium. 5.—Municipal Power Plant. 6.—Ellison Milling Company. 7.—Main St. and Business Section. 8.—Public Municipal Hospital.



SCENES AT MACLEOD, ALBERTA

- | | |
|---|--|
| 1.—Excavating main irrigation ditch, Macleod. | 6.—Power and filtration plants in city. |
| 2.—Panorama of Rockies, south of city. | 7.—McKenzie Bridge from Tourist Camp site. |
| 3.—The Muskrat River, Macleod. | 8.—Along the river road, Macleod. |
| 4.—Excavating for irrigation ditch, Macleod. | 9.—Panorama of Rockies, west of city. |
| 5.—McLaren Mill Dam under construction. | 10.—Farm scene, Macleod. |



SCENES AT LETHBRIDGE

- 1.—A fine traffic bridge at Lethbridge.
- 2.—Sheep ranching at Lethbridge.
- 3.—A distant view of C. P. Rly. viaduct at Lethbridge.
- 4.—A corner in Galt Gardens, Lethbridge.
- 5.—C. P. Rly. viaduct, 1 1/2 mile long and 307 feet high.
- 6.—A second crop of alfalfa at Lethbridge.
- 7.—The Old Man River, Lethbridge.
- 8.—General view of Galt Gardens, Lethbridge.
- 9.—Henderson Park, Lethbridge.
- 10.—Alfalfa on Irrigated Farm, Lethbridge.
- 11.—Indians on the way to the Reserve, Lethbridge.

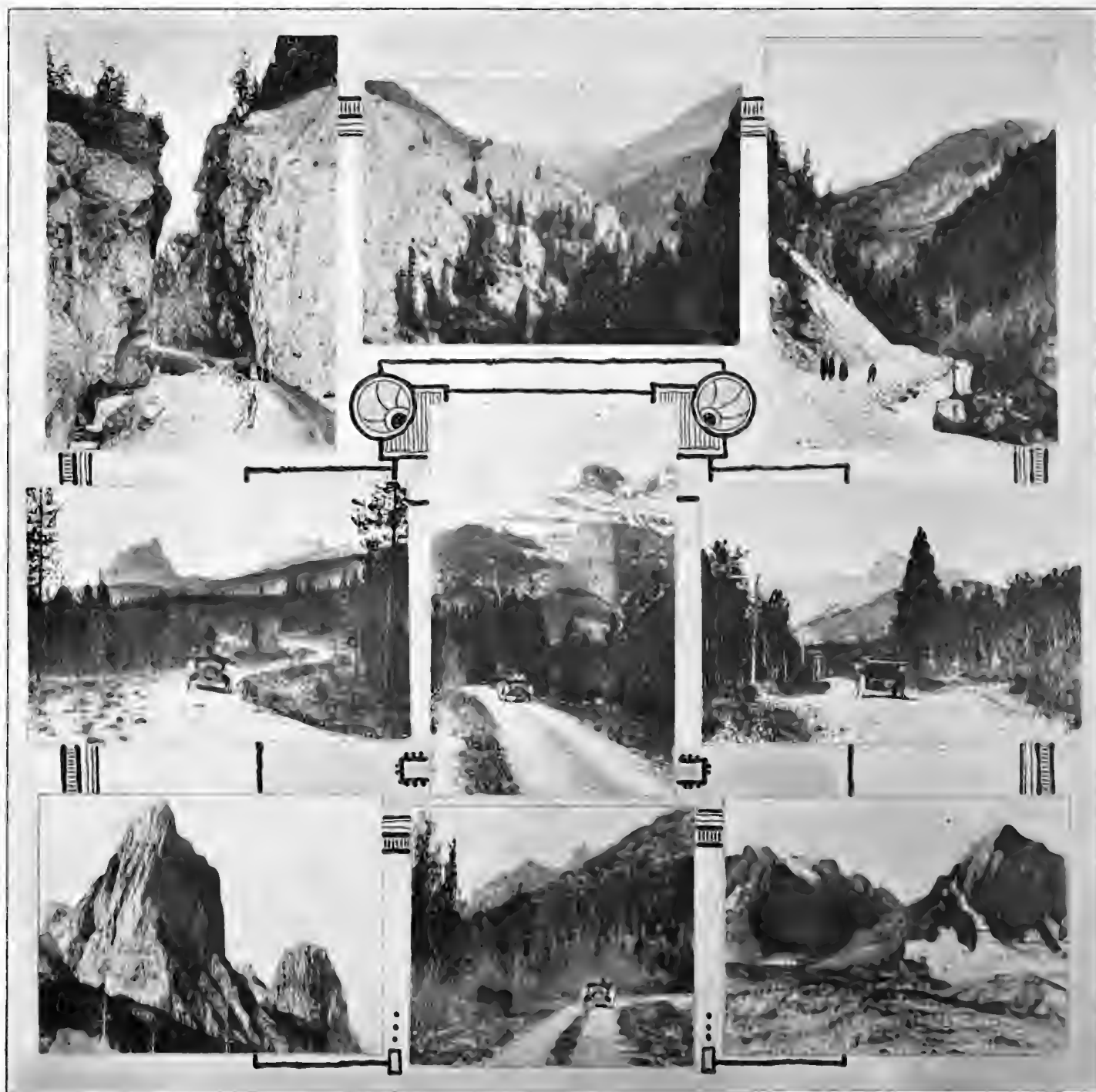


SCENES AT BANFF AND ON THE ROAD TO LAKE LOUISE

- 1 2, 3, 4.—Scenes along the Banff-Lake Louise Road.
- 5.—Lake Louise, with Mt. Lefroy and Victoria Glacier.
- 6.—The championship ski jump at Banff Winter Carnival.
- 7.—Johnson's Canyon Falls, Banff.
- 8.—The Lakes in the Clouds at Lake Louise.
- 9.—Moraine Lake and Valley of the Ten Peaks at Lake Louise.
- 10.—Vermilion Lake and Mt. Rundle at Banff
- 11.—Bow River Falls at Banff.
- 12.—Bathing Pool (hot sulphur) at Banff Springs Hotel.
- 13.—Lake Minnewanka Banff.
- 14.—The main street of Banff.
- 15.—Bow River Valley from the Terrace of Banff Springs Hotel.



THE CANADIAN PACIFIC RAILWAY COMPANY'S MAGNIFICENT BANFF SPRINGS HOTEL, AT BANFF
"AN IDEAL HOTEL IN AN IDEAL SETTING"



SCENES ALONG THE BANFF-WINDERMERE ROAD

Top row, left to right—The Gap, Sinclair Canyon; General view from road near Sinclair; Sinclair Creek near the Hot Springs.
 Centre row, left to right—Castle Mountain; Saw Tooth Mountain; View in the Park.
 Bottom row, left to right—Pinnacles of Mt. Edith; Mt. Edith; Summit of Vermilion Range.



SCENES AT LAKE WINDERMERE

- 1.—On the main road leading south from Lake Windermere Depot.
- 2.—A view from the verandah on Lake Windermere Camp.
- 3.—One of the "greens" on the Golf Course, Invermere.
- 4.—Lake Windermere Camp Bungalows, showing a view of Lake Windermere.
- 5.—Suspension Bridge over one of Toby Creek's many Canyons to the west of Invermere.
- 6.—Entrance to the Ice Cave near the Lake of the Hanging Glaciers, west of Invermere.
- 7.—Camp Club House.
- 8.—Sinclair Hot Springs, near the Western Entrance of the Banff-Windermere Automobile Road.
- 9.—Lake Windermere Golf Course.

A FEW FACTS ABOUT THE TOWNS BEHIND THIS ASSOCIATION

GRAND FORKS, B.C.

This town is ideally situated at the junction of the main Kettle River with the North Fork, in a wide valley surrounded by beautiful mountain peaks, in the heart of the famous Kettle Valley. It is one of the most important trading centres in the interior of British Columbia and has many fine public buildings, and a population of 2,000. Its public utilities are municipally-owned. Its industries include a box factory, planing mill, iron works, cement works, brick yards, creamery, and fully equipped fruit packing plants. There are good openings for a steam laundry, pulp mill, jam factory, a fruit and vegetable evaporator, vinegar works and cider mill. The largest Rock Candy Fluorspar Mine on the Continent, owned and operated by the Consolidated Mining & Smelting Co., is here, and also copper, silver and gold are extensively mined in the district. The Grand Forks Valley is one of the richest fruit growing districts on the American Continent, its products having won trophies and medals wherever exhibited.

Government and private irrigation projects are bringing another 4,300 acres of the best fruit lands into high production. With almost unlimited Hydro Electric Power, only part of which is being utilized, splendid transportation facilities and abundant raw materials, opportunities for other industries are very favorable.

With an altitude of 1,700 feet, the balmy, equable climate, is healthful and invigorating, and on account of the long hours of sunshine throughout the entire year, the valley has won the name of "Sunshine Valley."

Tourists will find good hotel and garage accommodation here and campers will find a camp site within the city limits which compares well with the best, having tables, free fuel, water and stoves. There is an exceptionally fine 9-hole golf course, and tennis courts also. Excellent bathing, boating and fishing are to be had at Christina Lake, a short distance from the city, which is 2 miles wide and 15 miles long and girt by picturesque mountains. Game of all kinds is very plentiful. Fruit lands ready to plant average about \$200 an acre, irrigated lands higher. Young orchards from 2 to 5 years old without buildings, \$300 to \$600 an acre, and bearing orchards from \$400 to \$1,000 an acre. Stocked and equipped farms from \$25 to \$50 an acre and range lands from \$5 to \$20 an acre.

TRAIL, B.C.

This town is situated on the banks of the Columbia River, in an ideal setting of mountain splendour. It has a population of about 3,000, of whom about 1,500 are employed at the Smelter of the Consolidated Mining and Smelting Co., which is located about two miles from the town, on a hill which affords magnificent views of the surrounding country. This smelter is the largest one of its kind on the American Continent. Gold, silver, copper and zinc, all of which are mined in Eastern B.C. are its products, also sulphuric acid and hydro-fluosilicic acid and bluestone are made there. Visitors are taken round the plant by a guide who explains the entire processes, all of which are intensely interesting. For a small town, Trail has some very fine business premises, besides public buildings and municipally-owned public utilities. It is the distributing point for a large surrounding district in which lumbering and farming is carried on. Fruit growing, whilst only in its experimental stages, is being rapidly proved to be a success, and it is anticipated that the Trail district will eventually become a large producer.

In addition to its hotels, it has a very pleasantly located camping ground on the river bank. It is on a sandy sloping rock-bound inlet and affords splendid and safe bathing in water which is quite temperate. The site is to be greatly improved in time for the 1922 tourist season, and will have all up-to-date conveniences, which will make it a very popular rendezvous. Good fishing and hunting in season is to be had in the vicinity, and many delightful rambles in the mountains or along the river can be made.

NELSON, B.C.

The "City Beautiful" is a very appropriate name for this, the largest town in the interior of British Columbia. Located on a hill at the western extremity of Kootenay Lake, it overlooks, in both directions, a wonderfully beautiful expanse of water bordered by mountain peaks, many of which rise direct from the water's edge. Its industries are extensive, principal amongst which are metalliferous mining, and lumbering in the district surrounding the city, and in the city are a jam factory, candy factory, iron works, motor boat builders, Canadian Pacific Railway Co.'s shipyards, sash and door

factory, engineering works, granite quarries, mattress and upholstering factory, saw and planing mills, creamery, brewery, etc. Its public utilities are municipally-owned, including the street car system. It has a good C.P.R. passenger boat service to all points on the Arrow and Kootenay Lakes, and is the divisional railway point for the Kettle Valley line to Vancouver and the Arrow Lakes route to Revelstoke on the main line.

The climate of Nelson is very equable, the summers are neither too hot or too cool, and the winters are free from extremes, making it a very desirable residential city. Its facilities for sports of all kinds are unlimited. Fishing and hunting in their respective seasons are particularly good. There is a fine 9-hole golf course and several tennis courts with a fine country club, from the grounds of which the best views of the wonderful scenery are to be had. The hotel and garage accommodations are first-class in every respect, and for camping tourists there is a particularly fine camping ground replete with all up-to-date conveniences, such as running water, lights and electric cooking stoves. This is located close to the lake in the park, and has ample accommodation for 20 or more parties without crowding. Contiguous to Nelson, is Kokanee Glacier, which has just been made a National Park as a result of the activities of the Alpine Club, and makes a fine mountaineering trip. In the fertile valleys which girdle the district is the richest fruit land on the continent, the products of which are shipped as far as England and Scotland. Diversified farming is extensively carried on and many good prospects await the intending settler.

The Public and High School and also a Convent School, have excellent records affording educational facilities second to none, and have done much towards making Nelson such a desirable residential city, with a population of over 7,000.

CRANBROOK, B.C.

This city is pleasantly located in the valley of the Kootenay River, which lies between the Rocky and Selkirk mountains. It is surrounded by an excellent farming district which alone guarantees the prosperity of the city. In addition to farming, however, lumbering is extensively carried on, and some of the largest mills in the interior of the province are close to the city, giving employment to over 1,000 men, whilst within a few miles

is the largest silver lead mine in the world, at Kimberley. Other metalliferous mines in the vicinity add materially to the prosperity of the city. It is also a divisional point of the Canadian Pacific Railway Co.'s Crow's Nest division and the Kootenay Central Railway, the latter giving direct connection with the main line at Golden. Fine wide streets with handsome public buildings, good hotels and garages, excellent store buildings, and a very nice residential section containing many fine homes, enables Cranbrook to compare favorably with cities many times its size. Mt. Baker directly overlooks the city. On the east are the Rockies and on the west the Selkirks, making the location of this town a particularly scenic one. Sport of all kinds flourishes here. There is a splendid 9-hole golf course open to visitors, and tennis courts also. Both hunting and fishing in season are excellent. Farm lands at reasonable prices are available.

The free tourist camp site here is very popular and is occupied to capacity every season, it is up-to-date, with lights, running water, cooking appliances and sanitary conveniences, and will be considerably enlarged this year.

Its public utilities apart from the electric light and power plant are municipally-owned. Population about 3,000.

FERNIE, B.C.

Situated on the banks of the Elk River amongst, some of the most majestic mountains in the Rockies the location of this town makes its slogan, "Scenic Fernie," a particularly appropriate one. It is the best built city in the interior of the province and the fourth largest. Its stores and public buildings are amongst the finest in Western Canada, and all the public utilities are municipally-owned. Industrially Fernie occupies an enviable position. The largest coal mines in the interior of Canada are close at hand which give employment to about 1,500 men. The coal is bituminous and is the finest steaming coal in Canada. As there is sufficient of this to mine 10,000 tons a day for 10,000 years, the future of Fernie, from this source alone is assured. Lumbering is extensively carried on and two large corporations operating here give employment to about 500 men in the mills and woods. Hydro electric power, in April of this year, will be available at reasonable rates. Agriculture is proving successful, and as lumbering operations get farther back, the logged-over land is being cleared and put under

cultivation. The climate during the summer months is splendid, bright sunshiny days, warm but not hot, and cool nights make Fernie a particularly desirable place for a summer vacation. It is in the heart of the big game district of the Rockies and abounds with every species of game native to them. The best of trout fishing is obtainable close to the city and in all the streams in the vicinity. There is a very fine 9-hole golf course here which is available to visitors, and the tourist camping-ground is probably one of the best in America. This year it will contain separate plots for at least 20 parties, each with its own fireplace, table and seats. Laundry facilities and a large cook stove are in a centrally located bungalow, and a shower bath will be added this year. The grounds have an extent of three acres, all well treed, and within 400 yards of the centre of the city. They have electric lights, running water and sanitary toilet conveniences. Good hotels and garages assure service and comfort to visitors. Population over 4,000.

BLAIRMORE

One of the busiest towns in the Crow's Nest Pass, beautifully situated in the mountains, twelve miles east of Crow's Nest Lakes and 27 miles west of Pincher Creek. It is overlooked by Crow's Nest Mountain on the one side and Turtle Mountain on the other. The latter is the mountain which 20 years ago created what has since been known as The Frank Slide, described elsewhere in this booklet. On the eastern edge of the town are some sulphur springs which are particularly effective in cases of rheumatism. At the springs is a large Sanitorium, at present closed, but which may shortly be re-opened.

Coal mining is the principal industry. There are several mines, the largest of which are those of the Western Canadian Collieries. They produce over 2,000 tons a day of a high-grade bituminous coal, and give employment to over 500 men. Extensive lumbering operations are carried on by the McLaren Lumber Co., and the Canada Cement Co. operate a large cement plant and lime kilns.

Blairmore is one of the leading centres of sport in the Crow's Nest Pass, excelling in baseball and hockey. There is good hunting and fishing in the vicinity. Population about 2,000.

PINCHER CREEK, ALBERTA

This town, with a population of about 1,200, is nicely located in a depression of the foothills of the Rockies, and is in the midst of a good mixed farming and cattle

ranging section of the country. It lies two and a half miles south of Pincher Station on the C.P.R. and is on the main highway from Calgary to Waterton Lakes Park and Glacier Park. It has many fine stores and public buildings, and is the outfitting point for campers, hunters and anglers. There are two good hotels and two thoroughly up-to-date garages, both of which employ none but competent mechanics; and also a Ford supply house.

There is a fine tourist camping ground located amongst the cottonwood trees along the Creek, which is right in the town and handy to the stores. Excellent fishing is to be had close to the town in the South Fork of the Old Man River, Mill Creek, and in the North and South Forks of Waterton River. A very fine 9-hole golf course is at the disposal of visitors.

Pincher Creek is the gateway to Waterton Lakes National Park which lie 37 miles south, and every season thousands of motorists pass through the town on their way there. This park is perhaps the most beautiful natural park in the West, mountains reaching to 11,000 feet in height rise straight from the waters of the lake, which teem with trout. A new road from this park to Glacier Park, connecting with the roads there, is under construction, and when completed, will be one of the most scenic motor roads on the American Continent.

CARDSTON, ALBERTA

This city is called the "Temple City of Canada,"—it is a prosperous, well built and progressive town, and is the trade and educational centre of 13 smaller towns, 25 school districts and has a rural population of more than 5,000, 1,500 of whom live in Cardston. It is on the cross roads of three National Parks: (a) Waterton Park on the west, (b) Banff on the north and (c) Glacier Park on the south, and distant from each in the order named, 24, 249 and 32 miles. The Temple of The Latter Day Saints here, is an architectural feat, it is the only one of its kind in America, and to date has cost over \$720,000, and when finished and furnished, will exceed \$1,000,000. It was visited by more than 10,000 tourists last year and was a source of never-ending wonder and amazement to them. Guides are supplied to show visitors around. There is a large creamery, a flour mill, grain elevators, fine public buildings and the public utilities are all municipally-owned. The Blood Indian Reservation adjoining the town on the north, is another feature of great interest to visitors, who have an excellent

opportunity of studying the Indians in their native state and also in modernized conditions. Cardston and district have won more prizes and medals for agricultural products than any other in Western Canada. There is a fine camping ground for tourists right in the centre of the town which is very popular. To visit Cardston, is to learn something.

MACLEOD, ALBERTA

This is the oldest town in Southern Alberta. It was founded in 1874 by the North-West Mounted Police and is still one of the most important posts of this famous force. It is the junction of the Crow's Nest Pass and Calgary Divisions of the Canadian Pacific Railway and also of the highways east to west and south to north. It is situated on the Old Man River and lies at the entrance of the great coal mining and timber areas of the eastern slopes of the Crow's Nest Pass, and is immediately between the North Lethbridge Irrigation District on the north and the South Macleod Irrigation District on the south. The big dam and reservoir of the former are about 12 miles west of the city. It has a fine power plant, a filtration plant, an excellent municipal hospital and natural gas for domestic purposes. Its other public utilities are municipally-owned. There are many fine stores and good hotels and garages. Camping parties have the choice of two camping grounds here, they both have free water and fuel, and one of them has a building which contains a cooking range. Some very large lumber mills are being built, and the logs of the McLaren Lumber Company after being floated down the Old Man River from the Crow's Nest Pass, will be manufactured here. Visitors are welcomed to the very nice 9-hole golf course. Value of farm lands \$20 to \$60 per acre.

LETHBRIDGE, ALBERTA

A modern city in every respect, which has grown from a trading post to which bull teams wended their way from Fort Benton in Montana, to a city of over 11,000 inhabitants, within the memory of the "oldest inhabitant." The picturesque traffic bridge by which access to the city is gained from the west, is within a short distance of the scene of the last of the Red Man's inter-tribal feuds, remembered as the "Battle of Lethbridge." The Dominion and Provincial Government Buildings, and other public edifices in the city are specially worthy of notice, as also are the beautiful boulevarded

streets, which are paved. All its public utilities are municipally-owned, including a splendidly efficient street car system. From the eastern and southern limits of the city, and stretching to the horizon is one of the most prosperous irrigated sections of Canada, producing grain and fodder crops, principal of which is alfalfa. To the east of the city is the Dominion Government Experimental Farm which is well worth a visit. Both dry and irrigated farming are practised here, and successful experimenting with fruit, berries and roses, has resulted in these being grown on the various farms of the district. An immense irrigation project known as the Lethbridge Northern Scheme is well under way and when completed in 1923 will have cost close to \$5,000,000, and serve over 100,000 acres. When other irrigation schemes, which are now in various stages of development, are completed, Lethbridge will be the supply centre for from 600,000 to 800,000 acres. The dry farming of the Lethbridge district with an average production of \$35,000,000 worth of wheat and other grains, justifies the city's claim of being the centre of the wheat belt. The world's record yield for wheat and oats was made by a solid 1,000 acre block within a few miles of the city—54.23 bushels of wheat per acre, and from another block of 1,075 acres 123 bushels of oats per acre constituted this record.

Coal mining forms another very important feature; some of the mines are right in the city, and the others very close to it. They give employment to about 2,000 men with a monthly payroll of over \$200,000 and represent an investment of over \$4,000,000.

Galt Park, which is one of the most beautiful city parks in Canada, is within a stone's throw of the leading hotels and is a great attraction and source of surprise to visitors. Henderson Park, at the eastern edge of the city, comprising 152 acres, and containing a lake of 90 acres, is a free tourist camping ground, providing boating and bathing facilities. The fine 9-hole golf course, to which visitors are welcomed, is in this Park. As the Park is connected with the city by the street car line, this is an ideal camping place. There are pleasant walks west of the city along the river from where can be seen the viaduct of the Canadian Pacific Railway, which is the largest bridge in the world; it has a total length of one mile and 58 feet and a height of 307 feet. These features of Southern Alberta's largest city and its surrounding district, with an average of 2,400 hours of sunshine yearly, should convince the tourist that Lethbridge is a city well worth seeing.

BANFF, ALBERTA

This town is most ideally situated in a cup-like depression at the base of the majestic mountains forming the eastern extremity of the main range of the Rocky Mountains of Canada. Surrounded by towering peaks with the Bow River flowing through it, and the confluence of the Bow and Spray Rivers within a mile to the east, it has grown within a few years to be one of the most popular tourist resorts in the world. Visitors from every part of the globe flock here in thousands every summer. The official season is from June to September, but three of the nicest months of the entire year are April, May and October, and those desiring a quiet restful vacation will find it during those months. The hotels in the town are open all year, and winter sports of all kinds attract a great number of devotees during the winter months. The headquarters of the Canadian Alpine Club are here, and visitors can qualify for membership by proof of having climbed any recognized peak of 10,000 feet or more.

Rocky Mountain National Park, in which Banff is located, is a game reserve and most of the species of wild game native to the Rockies can be seen in their natural element anywhere in the park. Specimens of most of these are in the Zoological Gardens in the town, and in large corrals east of the town are herds of buffalo and different species of deer. The museum contains a most interesting collection of stuffed animals, birds and insects and Indian relics. Excellent trout fishing is to be had close at hand and boating also. The Hot Sulphur Springs are world renowned for their medicinal qualities and large swimming baths have been built by the Dominion Government at a cost of \$250,000 and by the Canadian Pacific Railway Company at the Banff Springs Hotel. There is also a swimming bath at the Hot Sulphur Springs on Sulphur Mountain at an elevation of 5,500 feet. The motor roads in the park are excellent and afford many

delightful drives, and hundreds of miles of pony trails up into the very heights of the mountains, affords the visitor an endless variety of recreation.

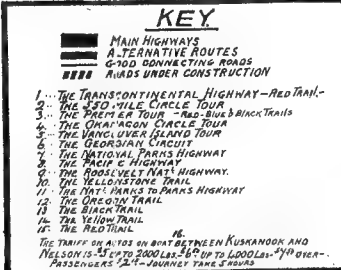
The golf course situated on the banks of the Bow River at the base of Mt. Rundle is opened to visitors at a nominal fee, and tennis courts are situated just west of the town. On the river bank is a lovely free tourist camping ground, which like everything else in this town is up-to-date in every respect. There are several good garages, one of which is probably the largest in Western Canada, and the hotels are noted for their excellent service and accommodations. Their rates are remarkably reasonable and range from \$3.50 to \$4.50 a day inclusive of meals, and special rates by the week. Fine stores cater to the requirements of visitors at uninfated prices. Lake Louise, The Valley of the Ten Peaks and the Lakes in the Clouds, are about 35 miles west of Banff and are reached by a fine and gloriously scenic motor road.

In addition to the tourist camp sites in the foregoing mentioned towns, throughout the Province of British Columbia, the Forestry Department have cleared sites every few miles. These have all been located in the most scenic spots, are close to pure water and have ample fuel supply. Tourists are specially asked not to camp anywhere but at these camps, on account of the great danger from forest fires. They are warned never to leave the camp until they are perfectly sure that their fire has been put completely out, and the only way to be sure of this is to drench it thoroughly with water, or spread the ashes and cover them over with lots of earth. Neglect to take these simple precautions, in the past, has depleted the forest resources of British Columbia to a greater extent than all the lumbering operations have and caused a loss of hundreds of millions of dollars to the province.



This is an authentic map of the section of the Canadian Rockies described in these pages, which was prepared from the Dominion Government's geological survey by the Canadian Pacific Railway Company, to whom we are indebted for its reproduction here. The route of "The Premier's Tour" is designated by the heavy black line.

"Compiled & Copyrighted by
E. Fred. Spalding, Fernie, B. C.



ERROR.—When this map was compiled it was understood that the road from Erickson, B.C., south to Bonners Ferry, Idaho, was to be made the main trunk road, and is shown as such in this map. It has since been definitely decided that the road from Yahk, B.C., to Kingsgate and Eastport, and thence to Bonners Ferry, which has always been the main route, *will remain so.*

DID YOU

you take the same precautions against fire in the Woods as you did in your House?

would not leave an unguarded Fire in your House to become a Danger to your property.

PUT YOUR

out all Campfires, Cigar and Cigarette stubs Pipe ashes, Matches or anything that could cause a Forest Fire.

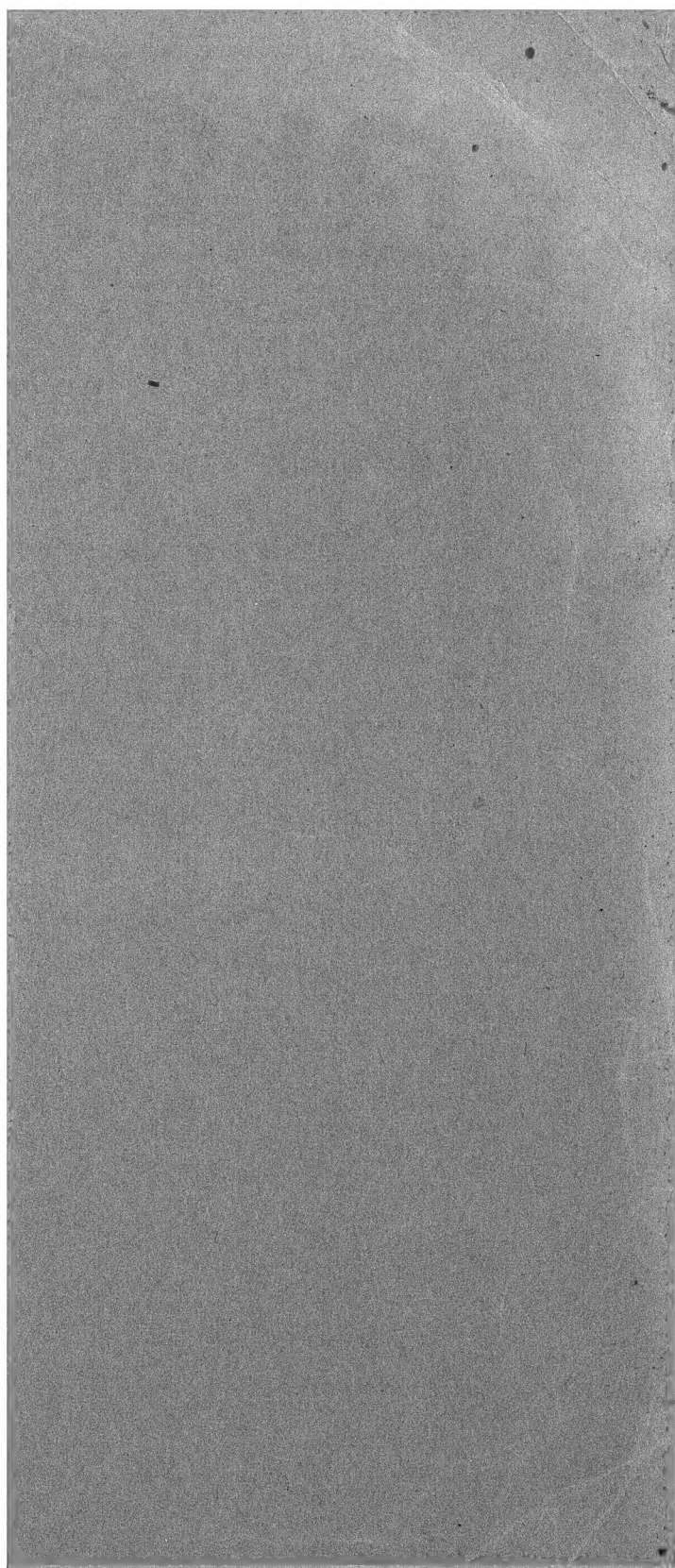
future Pleasure in the Scenic Beauties of this Province depends on your precautions against Fire.


FIRE OUT

is as easily caused as it is difficult, dangerous & costly to extinguish.

of 1310 Forest Fires in 1921, 368~nearly one third~ were caused by Campers.

B.C. FOREST BRANCH, LANDS DEPARTMENT, VICTORIA. B.C.



WESTERN PRINTING & LITHOGRAPHING CO., LTD.
CALGARY  ALBERTA